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Hongkong, 5th August, 1904. [1912]

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Hongkong, 7th October, 1904. [1621]

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Hongkong, 6th October, 1904. [a35]

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Hongkong, 23rd September, 1904. [a3a]

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Hongkong, 10th June 1903. [a1802]

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Hongkong, 31st October, 1902. [a49]

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FURNITURE STORE.
PLATED GLASS AND CROCKERY
WARE, &c., &c. and FOCHOW
LACQUERED WARE.
63, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [2276]

THE WAR.

(FROM OUR OWN CORRESPONDENT.)

THE RUSSIAN RALLY.

LONDON, 11th October.

The Russian occupation of Bentshiapsu, in the vicinity of Yantai, is confirmed. The Russian forces have been enormously augmented.

News of the Japanese retirement has been received with some uneasiness in Russia, tacticians fearing a trap.

RUSSIAN ARMY ADVANCES.

LONDON, 10th October.

The Russians have occupied Bentshiapsu. A Russian advance is announced.

The Russian commands are uncertain.

TSAR AGAIN INSPECTS THE BALTIC FLEET.

LONDON, 10th October.

The Tsar has arrived at Reval, where His Majesty inspected the Baltic Fleet which proceeds to Libau and Copenhagen.

(REUTERS SERVICE.)

RUSSIA PREPARING TO ATTACK.

LONDON, 9th October.

General Kuropatkin has issued a general order to the troops in which he justifies the retreat to Mukden, on the ground of insufficiency of strength. He announces that the Emperor is inflexibly determined to conquer; and that he is sending adequate reinforcements. He intimates that the time is approaching to assume the offensive.

COALING THE BALTIC FLEET.

LONDON, 9th October.

The captain of a German collier at Las Palmas states that the Hamburg-American Line has chartered 42 steamers to coal the Baltic fleet, of which a dozen or more will go to Las Palmas.

SUBMARINES FOR THE FAR EAST.

LONDON, 9th October.

The German socialist papers, usually well informed, announce that submarines, also naval engines and machinery, are being made at Stettin and Kiel for Russia.

The *New York Herald* reports that five submarines have been shipped from the Pacific coast, presumably for Japan.

THE OPERATIONS AT PORT ARTHUR.

JAPANESE OFFICIAL INTELLIGENCE.

TOKYO, 9th October, 8.40 p.m.

The Headquarters at Tokyo has issued a summary of the movements of the besieging army at Port Arthur up to the 31st July last of which the more important items are as follows:—

On the 26th May the Army captured Nanshan, and the day following occupied Nankiang, in consequence of which the enemy in the neighbourhood of Sanshiliu Station was compelled to retreat to the station and towards Port Arthur.

On the 23rd May we captured Linshutan and found that the enemy had destroyed the fort and several buildings together with a part of a wharf. In this engagement we captured four guns, 46 railway carts, and other booty.

By the 23rd May we had marched along the heights to about two miles and a half south-west of Sanshiliu, and on the 30th occupied a position in a line from Antaushan (about three miles and a half east of Lanchow) to Taitsushan (five miles north-east of Shapingtau).

In Delany, the well-built godowns and barracks, numbering about a hundred, besides a telegraph office and station, have not been destroyed. Our booty there included about 430 railway carts, 50 sampans for use at the wharves, about 2,000 tons of coal, and 20,000 sleepers. We found the dock and pontoon in perfect condition, although a considerable portion of the largest wharf had broken and fallen into the sea. A few steam launches were found to have been sunk at the entrance to the dock.

On the 1st June a strong force of the enemy occupied a position near Shiwantaihou (some three miles and a half to the south-west of Lanchow) and Fensulingtau (about a mile south-west of Antaushan). The scouts of the enemy, seen some thousand metres away from our outposts, were observed to be wearing Chinese costumes. They frequently advanced and fired, and it appeared to be their intention to join the Russian Northern Army marching towards the south.

On the 14th June a Russian battleship and two gunboats approached Heishichiu (three

miles north-east of Shapingtau) and bombarded our position for about 40 minutes, and then withdrew to the westward. On the afternoon of the 18th, three Russian ships and eight destroyers appeared in the neighbourhood of Shapingtau and fired once at our left wing, but immediately afterwards, our fleet appearing, shots were exchanged for half an hour and the Russian boats withdrew to Port Arthur.

The works in the neighbourhood of Shiwantaihou have been greatly increased, and a tower for a searchlight has been erected to command our position and the neighbouring coast.

On June 26th we defeated the enemy and captured Waitoshan (a mountain about six miles west of Delany), Chienshan (a mountain 368 metres high, seven miles south of Lanchow), and to the west of Delany), Shiwantashan (a height about two miles and a half north of Shapingtau) and Shapingtau. By occupying these positions we gained a very great advantage in the protection of Taichow; for, besides being able to inspect the enemy's position, we had entirely changed the condition of affairs. Our booty included two 6in. quick-firing guns, and 200 rounds of ammunition for same.

From the 3rd to the 5th, inclusive, the enemy made a most determined assault with 13 companies of artillery, employing at least 24 guns, eight of which seemed to be modern quick-firers. Their firing was extremely heavy, besides which several sudden attacks were made in addition to night assaults. Sometimes they advanced with their bands playing. The firing was attended with fearful slaughter, the Russians being within 6,000 metres and their aim most accurate. Moreover, on the 4th and 5th July, their fleet bombarded our position, thus making the fighting extremely difficult, though all our troops, including three columns with heavy guns, and marines, fought exceptionally well, thus enabling us to keep our position. It is obvious that it was the enemy's intention to recover the important position at Chienshan, and if possible to upset our establishments at Delany, and thus retain possession of Port Arthur as long as possible.

On the 7th July, the enemy at Antaushan erected defence works, and on the 8th they bombarded our position. Two days later we sent the twelve guns captured by us at Nanshan, and six heavy naval guns, to the front. On the 12th the enemy again fired at our troops, and on the 17th we defeated one of their companies of artillery, after which they displayed the Red Cross flag to enable them to remove their dead and wounded, which we permitted them to do.

They again opened fire on the 18th July, and on the 28th our army commenced a pre-arranged march on the enemy, situated in the neighbourhood of Shiwantaihou, Antaushan. A fearful attack ensued, and despite the heavy firing and determination of our forces we were unable, by sunset on the 27th, to take either of the heights in that neighbourhood.

On the 27th July our left column advanced to the heights east of Tapashan, one mile north of Longyung, and attacked the enemy, but our position against the enemy was unfavourable, and they offered a most stubborn resistance. Moreover, at half-past two in the afternoon their flotilla appeared in the neighbourhood of Riucoto and opened a heavy bombardment, with the result that we had to abandon our advance.

We decided, however, on making a night attack, so at 1 a.m. on the 28th we commenced operations from three sides, and captured the position at 5 a.m. At dawn, on the 28th, we continued the advance, and about 9 a.m. the enemy made a general retreat. At noon we succeeded in capturing the position, and, following them up, at 4 p.m. occupied the district extending from Changshan-lingtau (about two miles and a half north-east of the town of To-chong-tsu) to In Ming Shi (about six miles north-east of Golden Hill). It appeared that the main body of the enemy had retreated to within the inner defence works at Port Arthur.

The forces occupied by the enemy in the neighbourhood of Shiwantaihou, Antaushan, and Tapashan, were of a semi-permanent nature, and built on precipices and had been erected about two months. They were occupied practically by all available forces at Port Arthur, and were defended by about sixty guns, of which at least four appeared to be siege guns. Judging by the reports from all sides the enemy's casualties, during the fighting on the 26th, 27th and 28th July, were over 1,000. Our booty included two heavy guns, three quick-firing guns, and three machine guns.

Early in the morning of the 30th July we approached, under cover of the darkness, close to the enemy's lines, and at dawn opened fire, and after a hard fight succeeded, at 11 a.m., in capturing a position comprising the whole of the heights south of To-chong-tsu to that of Taikoshan.

The enemy retreated into the forts at Port Arthur, from which they subsequently discharged small guns.

At the engagement the enemy left about 100 corpses on the field.

Shortly afterwards we commenced besieging the port, our army having reached to within three to five miles of the town. On the 31st July, the enemy again commenced bombarding us with heavy guns.

PEKING, 11th October, 12.32 a.m.

Following is the text of an Imperial declaration issued by our Government at Tokyo on the 10th inst:—

"The loyalty and gallantry which our army and navy have constantly displayed since the outbreak of the present war and the untiring efforts which our officials and our people have put forth in obedience to our commands, have resulted in the present satisfactory development. Nevertheless the great task before us requires a further prolonged effort, and it is our desire that all should continue their devoted exertions with increased energy and untiring perseverance so as to attain our final object."

INTERPORT SHOOTING.

HONGKONG COMPETES TO-DAY.

Hongkong marksmen are going to the butts to-day to shoot for the honour of the port, in the interport rifle shooting competition. It is to be hoped the atmospheric conditions prove favourable. The match firing takes place at the Naval and Association Range, commencing at 2.30 p.m. Hongkong's team is as follows:—Sergeant Thornhill, R.E., Messrs. R. Lapsley, G. P. Lammer, A. Watson, F. W. Penning, J. Andrew, J. Parkes, L. Dumbell, S.F., and Corp. MacEwen, R.E. 1st Reserve, Mr. F. Penning, senior.

Major Pritchard, R.A., H.K.V.C.; Major Chapman, H.K.V.C.; and Capt. Macdonald, H.K.V.C., are the umpires.

Up to date Hongkong has won nine out of 14 matches, and many local riflemen consider that we have a very good chance this year. The complete record is as follows:—

1889: Shanghai, 819; Singapore, 777; Hongkong, 774.
1890: No match.
1891: Hongkong, 867; Shanghai, 830; Singapore, 741.

1892: Hongkong, 835; Shanghai, 810; Singapore, 752.

1893: Hongkong, 822; Shanghai, 802; Singapore, 768.

1894: Hongkong, 827; Singapore, 817; Shanghai, 760.

1895: Singapore, 934; Shanghai, 903; Hongkong, 879.

1896: Hongkong, 916; Shanghai, 900; Singapore, 870.

1897: Singapore, 934; Hongkong, 919; Shanghai, 860.

1898: Hongkong, 934; Singapore, 923; Shanghai, 893.

1899: Hongkong, 952; Singapore, 926; Shanghai, 887.

1900: Hongkong, 930; Singapore, 909; Shanghai, 900.

1901: Hongkong, 901; Singapore, 884; Shanghai, 841; Penang, 721.

1902: Shanghai, 896; Singapore, 893; Hongkong, 875; Penang, 871.

1903: Singapore, 927; Shanghai, 915; Hongkong, 891; Penang, 750.

From 1889 to 1894 the match was fired with the Martini-Henry rifle; from 1895 onwards with the Lee-Metford. The increase of the scores with the introduction of the new rifle is very marked, for whereas the greatest score—that of Hongkong in 1891—with the Martini-Henry rifle was 867, the competition has never been won on a score below 900 with the Lee-Metford. Penang entered the competition for the first time in 1901, and has held the "wooden spoon" ever since.

At the Interport practice last Saturday eight members of Hongkong's team scored between them 756, or 94.5 per man. As the two absent members, Messrs. Dumbell and MacEwen, are sure to make at least 90 each, Hongkong's score should not be less than 936, or 28 marks ahead of Shanghai's shoot this year. Sergeant Inspector Davies and Sergeant Thornhill each knocked up 100, while Mr. F. W. Penning brought his score up to 91 after a bad start at the first range. The shooting was very excellent indeed, particularly taking into consideration that the light was bad at the longer ranges. The scores were as follows:—

	200	500	600	Total
Sergeant Insp. Davies	35	31	34	100
Sergeant Thornhill, R.E.	33	34	33	100
Mr. H. Lapsley	33	33	31	97
Mr. G. P. Lammer	32	32	31	95
Mr. A. Watson	31	30	31	92
Mr. F. W. Penning	25	34	32	91
Mr. Andrew	29	32	30	91
Mr. Parkes	31	29	30	90

Hongkong's team has undergone a considerable change since last year, the following having been substituted:—

Gun. Ins. Chase, R.N., by Mr. Dumbell.
Corpl. Angus, R.E., by Mr. MacEwen.
Col. Sergeant Cross, R.M.L.I., by Mr. Watson.
Sgt. Ins. Griffiths, R.M.L.I., by Mr. Penning.
Sergeant Robertson, R.E., by Mr. Andrew.

Now, to show that we have not lost altogether the best men, it will be well to show Hongkong's interport totals—those of the men with us separate from those who have left—of last year. They are as follows:—

	200	500	600	Total
Sergeant Insp. Davies, R.M.L.I.	35	31	34	100
Corpl. R. Lapsley, H.K.V.C.	33	34	33	100
Lieut. Lammer, H.K.V.C.	32	32	31	95
Sergeant J. Parkes, H.K.V.C.	31	30	31	92
Sergeant Thornhill, R.E.	33	34	33	100

MEN WHO HAVE LEFT.
Col. Sergeant Cross, R.M.L.I., 92.
Sergeant Robertson, R.E., 91.
Sergeant Ins. Griffiths, R.M.L.I., 86.
Gun. Ins. Chase, R.N., 84.
Corpl. Angus, R.E., 82.

The practice scores of the substitutes average over 91 per man, against the above average, made by the men who have left, of 87 per man; and the old men have considerably improved. Hongkong's team, perhaps, is as strong as it has ever been before.

SHANGHAI.

Shanghai, of course, fired off on the 6th inst. A good light prevailed and a steady wind blew across the range. While shooting at the 600 yard range between the third and fifth shot a change occurred in the shape of a mirage which somewhat disconcerted the competitors. Mr. C. Hill did some remarkable shooting, making thirteen bulls-eyes in the first thirteen shots. The full table of scores is as follows:—

	200	500	600	Total
C. Richard	33	33	29	95
T. H. U. Aldridge	32	32	30	94
C. Hill	35	32	26	93
J. E. Watson	29	33	30	92
T. Mellows	32	30	30	92
E. H. Lynch	34	33	25	92
J. Welch	31	31	29	91
C. Dowling	31	29	30	90
W. O. Lancaster	31	29	30	90
T. Wilson	25	30	24	79

Average 90.8 per man.

THE BATTLE OF LIAOYANG.

THE RUSSIAN OFFICIAL REPORTS.

Following are the reports of the Battle of Liaoyang forwarded by General Kuropatkin to his sovereign:—

2nd SEPTEMBER.

"At nightfall yesterday the Japanese attacked the Sy-kwan-tun position, but were repulsed, after a hot fight. They renewed their attack at night, this time with success, driving back a regiment in the direction of Sa-ku-tan. The retreat of this regiment led to the evacuation of positions held by other troops. Towards the morning the troops advanced gradually in order to retake the Sy-kwan-tun position."

"At dawn to-day I assumed the offensive against the troops of General Kuroki's army. At midday the heads of the attacking corps were in line. Preparations are being made to retake by means of artillery the position captured during the night by the Japanese, and the infantry is also advancing to the attack."

"During the night the Japanese violently bombarded the interior of the Russian position in the town of Liaoyang and the railway station and the railway itself. Our losses are insignificant. I have just received a despatch from the chief of the Liaoyang garrison, timed 10.35 a.m., to the effect that the Japanese have attacked the fort situated in the centre of the position, but that they were repulsed with very great loss. We had six men killed in the fort."

3rd SEPTEMBER.

"Last night the enemy attacked and seized most of the positions occupied by our troops at Sy-kwan-tun. Those of our troops which held these positions retired on the position held by the rearguard between the villages of Shan-sun-tun and Shitsi-shau."

"During the night also the 1st Siberian Army Corps, which had sustained heavy losses during the last five days, and which was in danger of having its flank turned by the enemy's superior forces, retired several kilometres to the west."

"In these circumstances I ordered Liaoyang to be evacuated and the troops to retire northward."

LATER.

"To-day, September 3, the greater part of the Russian army, including the First Siberian Army Corps, are occupying positions to the south of the branch railway line from Yen-tai Station to the Yen-tai mines. The Japanese, although they are in the immediate vicinity of our troops, to-day confined themselves principally to sniping from the millet fields."

"Our troops posted at Liaoyang are crossing to the right bank of the Tai-tse river. The area of operations is almost entirely covered with growing millet, which greatly impedes the movements of the troops. The retreat of Major-General Orloff's detachment yesterday was largely due to the fire with which the force was assailed among the millet fields. General Orloff's losses were considerable, one regiment alone losing 1,500 men."

5th SEPTEMBER.

"To-day, September 5, the army advancing north extricated itself from the dangerous situation in which it found itself, being threatened by the enemy and having a narrow front."

"The enemy throughout the day cannonaded the rearwards of our front and left flank columns, especially the latter, but without much effect. We lost about 100 men to-day."

GENERAL SAKHAROFF'S ACCOUNT.

The General Staff received the following telegram from Lieutenant-General Sakharoff:—"To-day, the 2nd inst., our troops assaulted the heights of Sy-kwan-tun. After a desperate fight we captured the whole chain of mountains west of Sy-kwan-tun, but we immediately made the discovery that we had to deal with a strong Japanese force with a front extending from the heights at the Yen-tai mines to the river Tai-tse. A detachment under Major-General Orloff which was guarding the Yen-tai mines, advanced a short distance, but meeting the Japanese in superior force in a strong position, had to retire. General Orloff was wounded, but the danger of the enemy's movement was averted by his return to the station of Yen-tai. The gallant regiments of the 1st Siberian Army Corps came up, and General Stackelberg checked the attacking Japanese. In this fight the brave commander of the 2nd Siberian Regiment, Colonel Ozapky, was severely wounded."

"At 9 o'clock in the evening there was a lull in the fighting all along the line, and the only firing to be heard was the boom of the guns at Liaoyang."

"According to a report by telephone, the garrison at Liaoyang repulsed a second attack by the Japanese. In order to ascertain the enemy's strength two regiments on the west front were ordered to attack. After a fierce fight it was discovered that the enemy opposing these two regiments were more than two divisions strong. The total losses of the Russian army have not been exactly ascertained, but according to the latest accounts they exceed 3,000 killed and wounded."

"At a quarter to 4 the first Japanese shell fell into Liaoyang and was followed by a hail of projectiles, which swept the railway station, the suburbs, and the town itself. Fortunately the railway station was empty, all the rolling stock having been removed. The first persons wounded were a Sister of Charity, a doctor, and several Chinese, as well as a non-commissioned officer of the transport service. By 5 o'clock in the evening several fires had been caused by the bombardment, and the booming of the guns followed our train as it carried off the wounded."

"The Russian casualties in the fighting on August 31st and September 1st are said to have amounted to 7,000. The enemy lost double or treble that number. The Japanese prisoners appear to be worn out."

ENLARGEMENTS

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Hongkong, 8th August, 1904.

RUSSIAN RALLY AT BENTYAPUTZE.

The telegram that we published in an "Extra" yesterday, and reproduces this morning, is further explained by the following:

General Kuropatkin sent the following telegram to St. Petersburg on September 19th:—"The result of a reconnaissance made on September 17th showed that the Japanese position at Bentyaputze (?) was very strongly fortified by at least a brigade of infantry and twelve guns. The Cossacks attacked a train of the Japanese commissary on the west of Bentyaputze and captured 30 pack-horses, together with the goods they were carrying. Nothing of the enemy is to be seen to the north-east of Bentyaputze. The enemy did not advance from their position, but on the following day (the 18th) reinforcements were observed to be arriving in the vicinity of Bentyaputze. A large body of the Japanese army has left Liaoyang and has already crossed the Tai-tse River."

News has reached Tokyo from Europe to the following effect concerning the movements of the Russian Army.

"The 52nd Reserve Brigade has been reorganised into a division and it is believed that this new division will be sent to the front, together with the Eighth Army Corps. Colonel Koaniko, in command of the East Siberian Balloon Corps, left St. Petersburg on September 14th. His corps left about ten days previously. Colonel Koaniko is a well-known aviator, and it is believed in Russia that his corps will render better service than other balloon corps on account of his ability and because the balloon he is bringing with him is of the latest type."

The whole of the First Army Corps has arrived in Manchuria and was reviewed by General Kuropatkin at Mukden on September 18th.

By an Imperial Ordinance issued on August 16th the East Siberian heavy artillery corps was mobilised. Four regiments of mortars left for the Far East on or about September 10th.

The Russians are very active in constructing defensive works to the south and east of Mukden. It is believed that the Russians are constructing forts upon a new system, in which electricity is largely utilised.

The Siberian Cossack Division, the Baikal Cossack Division, and a Brigade under General Mischechenko, are engaging in occasional skirmishes with the Japanese south of the Hun River.

The advance post of the Sixth Army Corps is now arriving at the theatre of war. The last batch of the Army Corps did not leave until about September 8th. Half a regiment of Irkutsk Cossacks and two brigades of Siberian Militia have been ordered to the front. Their duty, it is stated, will be to guard the railway. Four batteries of East Siberian mountain artillery (machine guns) and five ammunition corps have been newly organised. The first and second East Siberian mountain artillery batteries have been equipped with machine guns. Commanders of the 52nd and 53rd Reserve Infantry Brigades to be organised in the 5th Reserve Infantry Army Corps district have been appointed.

Towards the end of August a horse supply corps for the Cossacks was inaugurated at Harbin, Kazan, and Liliinsk.

CHINESE QUEUE-CUTTING.

Discussion is at present being carried on by our local Chinese contemporaries regarding queue-cutting. The Chinese here desire to know whether, if they cut their queues, they must wear European dress. People say: "If we cut our queues and wear Chinese clothes it will look bad, whereas if we adopt the European style of dress it will be very expensive. Besides, what are we to do with our old valuable silk garments? If the Emperor, however, cuts his queue we shall be pleased to follow suit. We believe that the adoption of Western methods would be a great improvement on the present fashion. We think there is benefit to be gained by cutting our queues."

SHIPPING NOTES.

STEAMER MOVEMENT.

The C.P.R. steamer *Tartar* arrived at Kobe at 10.30 a.m. on Monday, the 10th Oct., and left again at 7 p.m. same day for Shanghai, where she is due to arrive at 5 a.m. on Friday, the 14th Oct.

MISCELLANEOUS.

The *Apear* s.s. *Lightning* arrived from Calcutta and the Straits yesterday with 1,408 tons of cargo.

The s.s. *Phanang* arrived from Tacoma yesterday with 2,000 tons of general cargo and 3,000 tons of flour.

The s.s. *Fulton Hall* arrived from Barry, via the Cape, yesterday with 6,000 tons of coal. It is, we understand, for Japan.

The s.s. *Kaisow* arrived from London yesterday with 4,000 tons of cargo for Japan, and 500 tons for this port.

The N. D. I. s.s. *Sachsen*, bound west from Japan, has 3,000 tons of cargo on board.

The s.s. *Phanang* arrived from Bangkok yesterday with 800 tons of general cargo and 1,000 tons of rice for Messrs. Butterfield and Swire.



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Hongkong, 10th October, 1904. [2150]

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Apply to—JARDINE, MATHESON & CO., Hongkong, 8th August, 1904. [1717]

TO LET

NO. 16, HOLLYWOOD ROAD (8 Rooms) (with Kitchen, Bathrooms, and Servants' Quarters).

Apply to—H. M. S. H. ESMAIL, 4, Hollywood Road, Hongkong, 16th August, 1904. [1199]

TO LET.

A SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.

C. H. GRAVE, Secretary. Hongkong, 4th June, 1904. [1417]

TO LET.

TWO LARGE ROOMS, suitable for Offices, situated on the 2nd FLOOR of New Building adjoining completion. Electric Light and Elevator.

Apply to—A. G. I. S., Care of Daily Press Office, Hongkong, 22nd September, 1904. [2287]

TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—HUMPHREYS, ESTATE & FINANCE CO., LD. Hongkong, 21st June, 1904. [2355]

TO LET.

2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Offices.

Apply to—WING CHEONG, 35, Queen's Road Central, Hongkong, 3rd November, 1903. [174]

TO LET.

BANGOUR (Peak). THE BYRRIE (Peak). ONE HOUSE on the LOWER TERRACE of BELLIOS TERRACE.

BEACONSFIELD TERRACE, Nos. 11, 13 & 21. BEACONSFIELD ARCADE, No. 14. 1st Floor.

ONE SHOP in BEACONSFIELD ARCADE.

Apply to—LINSTEAD & DAVIS, Hongkong, 3rd October, 1904. [2363]

13 LET

TO LET.

A LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904.

Apply to—THE SECRETARY, The Bowling Club Ltd, Hongkong, 14th July, 1904. [1710]

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A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course.

FLATS in MORRISON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE FIELD).

GODOWNS; PRAYA EAST.

OFFICES in Nos. 10 & 16, DES VŒUX ROAD, Central.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 28th June, 1904. [175]

TO LET.

NO. 6, DES VŒUX ROAD (opposite King Edward Hotel), ONE or TWO FLATS of Five Rooms each and Servants' Quarters.

THREE LARGE ROOMS with Servants' Quarters in No. 3, QUEEN'S ROAD CENTRAL, on the same Floor as that occupied by the China Fire Insurance Co.

Also ONE LARGE ROOM with Verandah and One Small Room in ICE HOUSE ROAD (next to the Mercantile Bank), at present in the occupation of Mr. Layton.

Apply to—DAVID SASSOON & CO., LD. Hongkong, 28th September, 1904. [2322]

TO LET.

NO. 10, KNUSTFORD TERRACE, Kowloon.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 10th October, 1904. [2410]

TO LET.

LARGE AIRY ROOMS in Offices Building in British Concession, Canton.

For particulars, apply to—P. O. BOX 22, Care of Daily Press Office, Hongkong, 17th June, 1904. [1507]

TO LET.

NO. 17, 19 & 21, SEYMOUR ROAD.

Nos. 6, CASTLE ROAD.

Nos. 74, CAINE ROAD.

Apply to—COMPRADORE DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 17th September, 1904. [430]

TO LET.

TWO ROOMS, on the First Floor of Alexandra Buildings.

Apply to—SECRETARY, A. S. Watson & Co., Limited, Hongkong, 17th June, 1904. [1515]

TO LET.

NO. 6, UPPER MOSQUE TERRACE, European residence; just renovated, painted and colourwashed; immediate possession.

Apply to—G. J. SEQUEIRA, Care of A. R. Marty, Hongkong, 28th September, 1904. [2321]

TO LET.

NO. 1, STEWART TERRACE, the Peak.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 28th March, 1904. [1865]

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FINE LARGE STORE, in Queen's Road Central (Best Part).

Apply to—X, Care of Daily Press Office, Hongkong, 6th September, 1904. [2161]

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Apply to—WING CHEONG, 35, Queen's Road Central, Hongkong, 3rd June, 1904. [174]

TO LET.

TWO LARGE ROOMS on Caine Road Level, with Bathroom, Verandah and a Fine View of the Harbour.

Apply to—"LODGINGS", Care of Daily Press Office, Hongkong, 6th October, 1904. [2386]

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SHANGHAI GENERAL CHAMBER OF COMMERCE.

TRADE MARKS REGULATIONS.

As the outcome of the deliberations of the sub-Committee appointed by the Special General Meeting held on 22nd inst., the following letter has been forwarded to the British Minister, through H.B.M.'s Consul-General, Sir Pelham Warren, K.C.M.G., and is now published for general information.

LESIE J. CUBITT, Secretary.

Shanghai, 30th September, 1904.

To His Excellency, Sir ERNEST SATOW, G.C.M.G., H.B.M.'s Minister Plenipotentiary, Peking.

Your Excellency,—I have now the honour to lay before you in detail, the views of this Chamber regarding the Provisional Regulations for the Registration of Trade Marks, which Regulations were submitted to the consideration of a Special General Meeting of Members on 22nd inst. A copy of the Minutes of that meeting is enclosed herewith for reference.

The convening of that Meeting had its origin in the receipt by this Chamber of a communication from Mr. J. W. Jamieson, H.B.M.'s Commercial Attaché, stating that he had received a telegram from Your Excellency to the effect that regarding the postponement of the coming into force of the Regulations for six months as requested by this Chamber and other Commercial Bodies, you would find yourself in a better position to formulate a request to the Chinese Government, were you placed in possession of the views held by the Chamber of Commerce and other Commercial Bodies on the various points requiring, in their opinion, further consideration, and should you consider them of sufficient importance to warrant a reopening of the question.

I beg to say by way of preface, that there is no feeling of antagonism among the mercantile community here on the subject of Trade Marks legislation generally—on the contrary, the desire is as strong as ever, to have the provisions of Clause VII of the British Treaty of 1902 given effect to by an effective system of registration at a reasonable fee. I would also add that, in reading the Regulations and criticising them, this Chamber has adhered solely to the translation made by Mr. J. W. Jamieson—copy of which I have the honour to enclose.

I think it of importance that this should be mentioned as there are other translations, emanating from official sources which differ in some respect from that which has been laid before this Chamber, and it is possible that some of the clauses which now appear ambiguous, may be capable of explanation in this way.

The grounds on which the request for postponement is based are, that further consideration is deemed advisable on the following points, and that as many firms and individuals here are acting as Agents for others in Europe, there is not sufficient time before 23rd October for those so situated to consult their principals and to receive their instructions.

The Registrar.—It is not stated in the Regulations whether this official is to be a Chinese or a Foreigner, nor is any provision made for appeal against the Registrar's ruling to a higher authority—a reconsideration of ruling by the Registrar himself only being referred to in the scale of Fees.

This Chamber respectfully urges the importance of the Registrar being a Foreigner who shall be an expert in the matter of Trade Marks, and the desirability of Appeal from the Registrar's ruling to the Foreign Ministers at Peking.

Language.—The Regulations, as they stand, require that Foreign Applications be accompanied by Chinese translations. This Chamber is of opinion that Foreign Correspondence should be admitted in the English language only for the following reasons:—

(a) According to Clause VII of the British Treaty 1902, the Registration Offices are to be under the Imperial Maritime Customs. In all Departments of the Customs, English is the universal language for the transaction of business with foreigners, and there would appear to be no sufficient reason why an exception should be made in respect of the Registrar's Department—more especially as the staff will be foreign and English is the one language common to all the nationalities of which the Customs staff is composed.

(b) The Applicant would be entirely in the hands of his translator in making his application and might subsequently find that the Registrar would not accept his translation as correctly

conveying his intentions at the time of Registration.

(c) The applicant would be put to considerable expense in the matter of translations.

Head Office and Branch Offices.—While this Chamber would view with satisfaction the establishment of the Head Office at Shanghai, as being the commercial centre for Foreign Trade, it is of opinion that failing this, it is essential, in order to avoid delay, that the Shanghai Office be empowered to issue Certificates and transact business connected with Trade Marks generally, subject to vote by the Head Office at Peking.

Scale of Fees.—It is the unanimous opinion of the Members of this Chamber that the scale of fees is contrary to the spirit of Clause VII of the British Treaty 1902, which stipulates that Foreign Trade-marks may be registered at a reasonable fee. It is also defective in omitting to state whether the fees, as stated, are payable for registration in each class, or constitute an inclusive payment for one mark in all classes at the option of the Applicant.

In this connection, I may state that there is considerable doubt as to the interpretation of Regulation 11 and Detailed Rule 21. These two paragraphs appear to impose upon Firms making any change in their partnership arrangements, the necessity of paying Tls. 20 per mark for the recording of such change.

As the admission and retirement of partners in Firms in China are of such frequent occurrence, this regulation would involve a very serious outlay and would, for this reason, call for a strong protest on the part of this Chamber.

On the other hand, if this is not the intention of the Regulations, an amendment of the wording in order to obviate any possible misconception on the point, is held to be important.

Protection of Marks Registered Abroad and Marks that have been used in China for over two years prior to the Application for Registration.—Regulations 8, 19, and 21 contain the provisions for the protection of established marks, such protection consisting in the fact that such marks "cannot be registered"—(I may here note that other translations interpret this "will be refused registration") and in the event of infringement, the proprietor has the right to proceed against the offender who (if he be a Chinese) on the case being proved will be punished.

This is the reading of the regulations by one section of the Members of the Chamber, while there is another section to whom it is not clear that these three articles contain even efficient protection for old marks which are not registered in China.

But assuming that the former interpretation is the correct one, it means that the proprietors of old marks must keep a constant watch, permanently, in order to see that their marks are not being infringed—a contingency that would certainly arise otherwise, as the marks not being registered, the Registrar would not, at the time of application by another, be in possession of the information which would justify him in refusing registration.

The constant necessity of such vigilance, apart from the payment of examination fees, would become an intolerable burden, but to adopt the alternative of registering all old marks would cost many of the old firms in Shanghai from Tls. 10,000 to Tls. 20,000 under the present scale of fees.

As it was evidently not the intention of the British Government when making the Treaty, that Merchants should be in a worse position than they were before, this Chamber cannot doubt that a more reasonable and less burdensome form of protection than the present Regulations contain will be insisted on.

In all countries where Trade Marks are protected, protection is based on Registration, which appears to this Chamber to be the only sound basis, but the cost of registering 200 or 300 marks under the scale laid down in Regulation 23 is prohibitive; and this Chamber ventures to suggest that the difficulty might be met by requiring owners of Trade Marks registered abroad, and marks which have been used in China for over two years, to deposit such marks with the Registrar, accompanied by satisfactory proof of title, in order that the Registrar might have in his possession the necessary particulars for reference when considering applications. Should this suggestion not meet with approval, another way out of the difficulty might be found in permitting proprietors of such marks to register the same for the payment of an initial fee of, say Tls. 30, and a further fee of Tls. 1 for every mark so registered.

Finally, this Chamber is strongly of opinion that it is very desirable that an authorised English translation of the Regulations be issued which shall be accepted as the official guide in dealing with all Foreign Trademarks.

In giving the foregoing details, it has been my aim to dwell only on those points which appear to be of fundamental importance and to pass over minor ambiguities, which one may suppose will receive attention before the Provisional Regulations are made absolute.

I have endeavoured to show that the claim for an extension of six months is well founded, and I earnestly trust that Your Excellency may consider that the reasons given warrant your making a request to the Chinese Government in this sense.

I have the honour to be, Your Excellency's most obedient and humble Servant, WILLIAM D. LITTLE, Chairman.—N.C. Daily News.

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Hongkong, 6th April, 1904. [1927-2]

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FINEST EGYPTIAN CIGARETTES. TRADE MARK.

LOTUS, Large Size \$5.00 per 100 Gold Tip, Medium Size \$3.75 per 100 ZAFAR, Large Size \$4.60 per 100 Medium Size \$4.30

KARIM, Large Size \$3.75 per 100 Medium Size \$3.50 HABIT, Large Size \$3.00 per 100 Medium \$2.75 per 100

SOLE AGENTS FOR HONGKONG: **KRUSE & CO., CONNAUGHT HOUSE.**

ARNHOLD, KARBURG & CO. LARGE STOCK OF LIGHT RAILWAY MATERIAL

Hongkong, 1st October, 1904. [2333]

Keep it Handy

For an emergency. When accidents happen, or sudden sickness comes, nothing will bring such prompt relief as that famous old remedy,

PERRY DAVIS' Painkiller

It cures CRAMPS, COLIC, CHOLERA, DYSENTERY, DIARRHOEA, SPRAINS, BITES and STINGS.

[1516-2]

JAPAN COALS.

mitsui BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE—1, SUNDOO-CHO, TOKYO. LONDON BRANCH—34, LIME STREET, E.C. HONGKONG BRANCH—PRINCE'S BUILDINGS, 108 HUNTER STREET

OTHER BRANCHES: New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemoopo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimomoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Maizuru, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinokami, Manada, Mamoura, Onoura Otani, Sasabara, Tanaburo, Yoshinotani, Yoshio, Yunkobara, and other Coals.

S. MINAMI, Manager, Hongkong.

PURE FRESH WATER. THE HONGKONG STEAM WATERBOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W. J. W. KEW, Manager, 1st Floor, 37, Connaught Road, Hongkong, 13th June, 1903.

TONG CHONG WO & CO. No. 98, QUEEN'S ROAD CENTRAL. Manufacturers of Hand-made Pure HAVANA CIGARS and CIGARETTES. They are made of best Havana leaves and possess a mild and choice flavour. Inspection courteously invited. Hongkong, 26th May, 1904. [1233]

SHIPPING.

ARRIVALS.
 ASPERN, Austrian cruiser, 2,400 Gruzenberg, 11th Oct.—Shanghai 8th October.
 FOXTON HALL, British str., 2,735, A. S. Kilvert, Barry (uncertain), Coal—Order.
 LIGHTNING, British str., 2,122, J. G. Spence, 10th Oct.—Calcutta 24th Sept and Straits 5th Oct, General—1, T. Bartlett, 11th Oct.
 OANPA, British str., 3,066, T. Bartlett, 11th Oct.
 PHILANAU, German str., 1,021, A. Schmorl, 11th Oct.—Hankok 3rd Oct.
 SACHERN, German str., 5,026, H. Feyen, 12th October—Yokohama 1st Oct, General—Molochers & Co.
 THALES, British str., 820, E. S. Crowe, 11th Oct.—Swatow 10th Oct, General—Douglas Laprak & Co.
 ZAFIRO, British str., 1,611, R. Rodger, 10th October—Manila 8th October, General—Shewan, Tomes & Co.

DEPARTURES.
 11th October.
 CHUYEN, Chinese str., for Canton.
 HINDUSTAN, British str., for New York.
 LUTHER, German str., for Chemnitz.
 MANCHURIA, Am. str., for San Francisco.
 NANSANG, British str., for Calcutta.
 SIRIUS, British cruiser, for Shanghai.
 SUNGKIANG, British str., for Manila.
 TEAN, British str., for Manila.
 WOSANG, British str., for Tientsin.

VESSLS IN DOCK.
 11th October.
 ABREDEEN DOCK—U. S. S. Pathfinder, Lish, Agincourt, U. S. S. Pompey, U. S. S. Father, U. S. S. Bainbridge, U. S. S. Chauncey, Kaiping, Coptic, Thales.
 COSMOPOLITAN DOCK—Lilia.

VESSLS PASSED ANKER.
 Sept. 21, Dutch str., Gede, Bagchus, Sept. 21, from Batavia for Rotterdam.
 Sept. 21, Dutch str., Pinar, Kuops, Sept. 21, from Batavia for Amsterdam.
 Sept. 22, British str., Vermont, Haynes, July 30, from Cardiff for Hongkong.
 Sept. 24, British str., Lohian, from Hongkong for Durban.
 Sept. 24, British str., Jalander, Wright, Sept. 22, from Singapore for Christmas Island.
 Sept. 24, British str., Sindora, Guthrie, Aug. 20, from Rotterdam for Batavia.
 Sept. 25, British str., Zambesi, from East.
 Sept. 26, British str., Lately, from East.
 Sept. 27, Italian str., Basso, Queirolo, June 12, from New York for Anjer.
 Sept. 28, British str., Ibad, from Hongkong for Durban.
 Sept. 28, Dutch str., Martina Johanna, van der Loog, May 28, from Rotterdam for Batavia.

VESSLS ON THE BERTH.
 IMPERIAL GERMAN MAIL LINE, NORDDEUTSCHER LLOYD, BREMEN.
 FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
 THE Imperial German Mail Steamship
 "PRINCESS ALICE"
 Captain P. Wetten, due here with the outward German Mail about TUESDAY, at 5 P.M., will leave for the above places about 12/24 hours after arrival.
 For Further Particulars, apply to
 MELCHERS & CO., Agents.
 Hongkong, 10th October, 1904.
 DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.
 THE Company's Steamship
 "HAITAN"
 Captain Roach, will be despatched for the above ports, on FRIDAY, 14th inst., at 10 A.M.
 For Freight or Passage, apply to
 DOUGLAS LARBAIK & CO., General Managers.
 Hongkong, 10th October, 1904.
 BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.
 FOR AMOY, STRAITS AND RANGOON.
 THE Company's Steamship
 "PUNDUA"
 Captain Thomson, will be despatched as above on SUNDAY, the 16th inst., at DAYLIGHT.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO., Agents.
 Hongkong, 10th October, 1904.
 COMPAGNIE DES MESSEAGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.
 NOTICE.
 STEAM FOR
 SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALGER.
 PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 18th October, 1904, at 1 P.M., the Company's Steamship "SALAZIE," Captain Negro, with Mail Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSIT.

This Steamship connects at COLOMBO with the Australian line s.s. "Caledonia," bound for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marcellles, and accepted in transit through Marcellles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 17th October. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

L. BRIDOU, Acting Agent
 Hongkong, 6th October, 1904.

HONGKONG-CANTON LINE.
 THE British steamship
 "YING KING,"
 Captain E. J. Page, of 1083 tons, Registered, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class ... \$3.00 for Single journey
 2nd ... 1.50
 Meals ... 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904.

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VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, & C.	JAPAN	Brit. str.	E. P. Martin	P. & O. S. N. Co.	About 18th inst.
LONDON, AC. VIA PORTS OF CALL	MALTA	Brit. str.	R. A. Peters	P. & O. S. N. Co.	22nd inst. Noon.
LONDON, AMSTERDAM & ANTWERP	PINGSBY	Brit. str.	R. A. Peters	BUTTERFIELD & SWIRE	23rd inst.
LONDON, AMSTERDAM & ANTWERP	MACHAON	Brit. str.	R. A. Peters	BUTTERFIELD & SWIRE	8th Nov.
MAHARAJES, AC. VIA PORTS OF CALL	JASON	Brit. str.	R. A. Peters	BUTTERFIELD & SWIRE	22nd Nov.
BREMEN, VIA PORTS OF CALL	SALAZIE	Brit. str.	Negro	MELCHERS & CO.	18th inst. 1 P.M.
HAVRE & HAMBURG	SACHSEN	Ger. str.	H. Feyen	HAMBURG-AMERIKA LINIE	To-day, Noon.
HAVRE & HAMBURG	SUEVIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	18th inst.
HAVRE & HAMBURG	BRISGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	1st Nov.
HAVRE & HAMBURG	SLATONIA	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	15th Nov.
TRIESTE, AC. VIA SINGAPORE, & C.	SEGOVIA	Ger. str.	Schoenfeldt	HAMBURG-AMERIKA LINIE	29th Nov.
GENOA, MARSEILLES & LIVERPOOL	ACHILLE	Brit. str.	Nistrom	SANDER, WHEELER & CO.	13th Dec.
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	Brit. str.	Williams	BUTTERFIELD & SWIRE	20th inst. P.M.
NEW YORK, VIA PORTS & SUEZ CANAL	ST. HUGO	Brit. str.	Parker	BUTTERFIELD & SWIRE	22nd inst.
NEW YORK, VIA SUEZ CANAL	CLAYBURN	Brit. str.	Petersen	DODWELL & CO., LTD.	About 18th Nov.
VANCOUVER, VIA SHANGHAI, & C.	E. OF CHINA	Brit. str.	B. Beetham	CANADIAN PACIFIC R. CO.	About 18th inst.
VANCOUVER, VIA SHANGHAI, & C.	ATHENIAN	Brit. str.	S. Robinson	CANADIAN PACIFIC R. CO.	19th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN, & C.	LYRA	Brit. str.	G. V. Williams	DODWELL & CO., LIMITED	20th inst.
PORTLAND, OREGON	YANGTSE	Brit. str.	A. H. Shaw	PORTLAND & ASIATIC CO.	21st inst.
AUSTRALIAN PORTS	YAWATA MARU	Brit. str.	A. E. Mosses	NIPPON YUSEN KAISHA	27th inst.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	L. Dawson	BUTTERFIELD & SWIRE	27th inst.
KORE	ICANG	Brit. str.	J. Meath	BUTTERFIELD & SWIRE	14th inst.
CHINKIANG	KWELIANG	Brit. str.	P. Wetten	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	P. ALICE	Brit. str.	F. R. Summers	MELCHERS & CO.	Quick despatch.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	SIMLA	Brit. str.	F. R. Summers	P. & O. S. N. Co.	About 21st inst.
SHANGHAI	BANCA	Brit. str.	F. R. Summers	P. & O. S. N. Co.	About 25th inst.
SHANGHAI	WIAMPOA	Brit. str.	Partridge	BUTTERFIELD & SWIRE	To-day.
AMOI & SHANGHAI	TAIWAN	Brit. str.	Harder	BUTTERFIELD & SWIRE	15th inst.
AMOI, STRAITS & RANGOON	FEIHO	Brit. str.	Thomson	JARDINE, MATHESON & CO.	16th inst. D'light.
TAMU, VIA SWATOW & AMOI	M. STRUVE	Jap. str.	T. Brandt	OSAKA SHOSEN KAISHA	16th inst. D'light.
TAMU, VIA SWATOW & AMOI	PROVIDENCE	Jap. str.	H. A. Haraldsen	OSAKA SHOSEN KAISHA	23rd inst. D'light.
ANPING, VIA SWATOW & AMOI	FRITHJOE	Jap. str.	K. Kornelinsen	BUTTERFIELD & SWIRE	To-morrow.
SWATOW, CHEFOO, NEWCHANG & T'SIN	CHILDI	Brit. str.	Hooker	DOUGLAS LARBAIK & CO.	14th inst. 10 A.M.
SWATOW, AMOI & FOCHOW	HAITAN	Brit. str.	Roach	SHAW, TOMES & CO.	15th inst. 10 A.M.
MANILA DIRECT	ZAFIRO	Brit. str.	R. Rodger	JARDINE, MATHESON & CO.	2nd inst. 4 P.M.
MANILA DIRECT	LOONGSANG	Brit. str.	R. W. Almond	MELCHERS & CO.	Quick despatch.
KUDAT & SANDAKAN	RUBI	Brit. str.	E. Muhl	MELCHERS & CO.	15th inst. Noon.
BOMBAY VIA SINGAPORE & PENANG	BORNEO	Ger. str.	Beliste	DAVID SASSOON & CO.	18th inst. 3 P.M.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	J. G. Spence	JARDINE, MATHESON & CO.	25th inst. 3 P.M.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.			

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 Calling at TONGA, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, & C.

THE Steamship
 "AUSTRALIAN,"
 Captain A. H. Scow, will be despatched for the above ports on SATURDAY, the 15th October, at 11 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.
 A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 30th September, 1904.

HONGKONG-MACAO LINE.
 S.S. "WING CHAI,"
 Captain T. Austin, R.N.E.
 THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M.; and on Sundays, at 8.30 A.M.; Departs from Macao on Week Days about 2 P.M.; and on Sundays at 7.30 P.M.

Fares—(week days) 1st Class including cabin and servant, single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.

Every Sunday will be on Excursion, at the following rates:
 1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Return 50 cents. Steerage 10 cents.

Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of 82.

On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.

First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for the following day.

The Steamer will shortly be lit throughout by Electricity.
 The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

MING & CO.
 2nd Floor, 16, Victoria Street.
 Hongkong, 7th October, 1904.

FOR CANTON.
 THE new and fast Twin-Screw Steamer
 "SAN CHEUNG,"
 951 Tons, Captain J. McGinty, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.
 Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD.
 No. 147, Canton Road Central.
 Hongkong, 15th March, 1904.

HONGKONG-CANTON LINE.
 THE British steamship
 "YING KING,"
 Captain E. J. Page, of 1083 tons, Registered, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class ... \$3.00 for Single journey
 2nd ... 1.50
 Meals ... 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND SEA OF JAPAN, MOJI, KORE AND YOKOHAMA FOR
 OPERATING IN
 OREGON RAILROAD & NAVIGATION CO.
 CONNECTION WITH THE
 STEAMSHIP

TONS. CAPTAIN
 "NUMANTIA" 4,870 Bulle October 27th, 1904.
 "ARABIA" 4,488 Schulte November 19th, 1904.
 "ARAGONIA" 5,198 Schulte December 13th, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.
 Hongkong, 25th August, 1904.

HONGKONG-MANILA.
 CHINA AND MANILA
 STEAMSHIP COMPANY, LIMITED.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships, Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 15th Oct., 10 A.M.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 22nd Oct., 10 A.M.

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 10th October, 1904.

OSAKA SHOSEN KAISHA
 REGULAR STEAMSHIP SERVICES BETWEEN
 HONGKONG, SOUTH CHINA COAST PORTS
 AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
 SUBJECT TO ALTERATION.

FOR
 TAMSUI VIA SWATOW
 AND AMOI
 ANPING, VIA SWATOW
 AND AMOI
 TAMSUI VIA SWATOW
 AND AMOI

STEAMERS
 "M. STRUVE"
 T. BRANDT
 "PROVIDENCE"
 K. KORNELINSEN
 FRITHJOE
 H. A. HARALDSEN

LEAVING
 SUNDAY, 16th Oct., at Daylight.
 WEDNESDAY, 19th Oct., at Daylight.
 SUNDAY, 23rd Oct., at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been required instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vaux Road Central.
 T. ARIMA, Manager
 Hongkong, 10th October, 1904.

HAMBURG-AMERIKA LINIE.
 OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
 SUEVIA (H. VRE and HAMBURG) On 18th Oct. Freight.
 Capt. von Dohren (Calling at Singapore, Penang and Colombo)
 BRISGAVIA (H. VRE and HAMBURG) On 1st Nov. Freight.
 Capt. Schulke (Calling at Singapore, Penang and Colombo)
 SLATONIA (H. VRE and HAMBURG) On 15th Nov. Freight & Passengers.
 Capt. Madsen (Calling at Singapore, Penang and Colombo)
 SEGOVIA (H. VRE and HAMBURG) On 29th Nov. Freight.
 Capt. Schoenfeldt (Calling at Singapore, Penang and Colombo)
 SENEGAMBIA (H. VRE and HAMBURG) On 13th Dec. Freight.
 Capt. Jahrg (Calling at Singapore, Penang and Colombo)

For Further Particulars, apply to
 HAMBURG-AMERIKA LINIE.
 HONGKONG OFFICE.
 No. 1, QUEEN'S BUILDINGS.

CANADIAN PACIFIC RAILWAY CO.'S
 ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 12th Oct.
 R.M.S. "EMPRESS OF CHINA" 6,000 Tons. WEDNESDAY, 19th Oct.
 R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 2nd Nov.
 R.M.S. "EMPRESS OF INDIA" 6,000 Tons. WEDNESDAY, 16th Nov.
 R.M.S. "EMPRESS OF JAPAN" 6,000 Tons. WEDNESDAY, 14th Dec.

Hongkong to London, 1st Class ... via St. Lawrence ... via New York ...
 Intermediate on Steamers ... 240 ... 242.
 and 1st Class Rail ... }

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
 D. W. CRADDOCK, Acting General Agent.
 9, Queen's Street

NORTHERN PACIFIC RAILWAY CO.
 BOSTON S. S. CO. BOSTON TOWBOAT CO.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA, B.C. AND TACOMA
 VIA
 MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	Thursday, October 20th

† Cargo only.
 FOR MANILA.
 The largest, steadiest, and most comfortable steamers for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
 For further information apply to—
 DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 26th September, 1904.

PENINSULAR AND ORIENTAL
 STEAM NAVIGATION COMPANY.

FOR
 LONDON AND ANTWERP, VIA
 SINGAPORE, PENANG, COLOMBO AND PORT SAID
 COLOMBO AND PORT SAID

STEAMERS
 "SIMLA" ... About 21st October ... Freight and Passage.
 "MALTA" ... Noon, 22nd October ... See Special Advertisement.

SHANGHAI ... About 25th October ... Freight only.

* Expected to arrive on or about 7th October, will leave for the above port as soon as possible after her arrival with the next English Mail.

For further Particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 10th October, 1904.

IMPERIAL GERMAN MAIL
 LINE.

NORDDEUTSCHER LLOYD, BREMEN.
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
 N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION
 STEAMERS. SAILING DATES.

1904.
 SACHSEN ... WEDNESDAY ... 12th October
 ZIETEN ... WEDNESDAY ... 26th October
 PRINZESS ALICE ... WEDNESDAY ... 9th November
 PRINZ REGENT LUITPOLD ... WEDNESDAY ... 23rd November
 PRUSSEN ... WEDNESDAY ... 7th December
 PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 21st December
 SEYDLITZ ... WEDNESDAY ... 4th January 1905
 GNIESNAU ... WEDNESDAY ... 18th January
 BAYERN ... WEDNESDAY ... 1st February
 PRINZ HEINRICH ... WEDNESDAY ... 15th February
 SACHSEN ... WEDNESDAY ... 1st March
 PRINZESS ALICE ... WEDNESDAY ... 15th March
 PRINZ REGENT LUITPOLD ... WEDNESDAY ... 29th March
 PRUSSEN ... WEDNESDAY ... 12th April
 PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 26th April

ON WEDNESDAY, the 12th day of OCTOBER, 1904, at Noon, the Steamship "SACHSEN," Captain H. Feyen, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port

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MASTER PIANO PLAYERS

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PLAYING ALL THE NOTES OF THE

PIANO **\$650**

PERSONALLY SELECTED
PIANOS BY
BECHSTEIN.
KAPS.
HOPKINSON.
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BABY GRANDS

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Hongkong, 10th October, 1904. [2150]

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A EUROPEAN HOUSE, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water, Good Sea View.
Apply to—
JARDINE, MATHESON & CO.
Hongkong, 8th August, 1904. [1717]

TO LET.

N. O. 16, HOLLYWOOD ROAD (8 Rooms) with Kitchens, Bathrooms, and Servants' Quarters.
Apply to—
H. M. S. H. ESMAIL,
4, Hollywood Road,
Hongkong, 16th August, 1904. [199]

TO LET.

A SUITE OF TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.
C. H. GRACE,
Secretary.
Hongkong, 4th June, 1904. [1417]

TO LET.

TWO LARGE ROOMS, suitable for Offices, situated on the 2ND FLOOR of New Building near completion. Electric Light and Elevator.
Apply to—
A. G. I. S.,
Care of Daily Press Office,
Hongkong, 22nd September, 1904. [2287]

TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.
Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, 21st June, 1904. [2355]

TO LET.

2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central,
Hongkong, 3rd November, 1903. [74]

TO LET.

BANGOUR (Peak).
THE EYRIE (Peak).
ONE HOUSE on the LOWER TERRACE of BELLIOS TERRACE.
BELLIOS TERRACE, Nos. 11, 13 & 21.
BEACONSFIELD ARCADE, No. 14.
1st Floor.
ONE SHOP in BEACONSFIELD ARCADE.
Apply to—
LINSTEAD & DAVIS.
Hongkong, 3rd October, 1904. [2363]

TO LET.

A LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904.
Apply to—
THE SECRETARY,
The Bowling Club Ltd.
Hongkong, 14th July, 1904. [1710]

TO LET.

N. O. 1, RIFON TERRACE (in FLATS).
A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course.
FLATS in MORETON TERRACE, facing the Polo Ground in course of erection, CORNAUGHT ROAD (near BLAKE PIER).
GODOWNS, PRAYA EAST.
OFFICES in Nos. 10 & 16, DES VŒUX ROAD, Central.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 29th June, 1904. [75]

TO LET.

N. O. 6, DES VŒUX ROAD (opposite King Edward Hotel), ONE or TWO FLATS of Five Rooms each and Servants' Quarters.
THREE LARGE ROOMS with Servants' Quarters in No. 3, QUEEN'S ROAD CENTRAL, on the same floor as that occupied by the China Fire Insurance Co.
Also ONE LARGE ROOM with Verandah and One Small Room in ICE HOUSE ROAD (next to the Moreton Bank), at present in the occupation of Mr. Layton.
Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 28th September, 1904. [2332]

TO LET.

N. O. 10, KNUSTFORD TERRACE, Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 10th October, 1904. [2410]

TO LET.

LARGE AIRY ROOMS in Offices Building in British Concession, Canton.
For particulars, apply to—
P. O. BOX 22,
Care of Daily Press Office,
Hongkong, 17th June, 1904. [1507]

TO LET.

N. O. 17, 19 & 21, SEYMOUR ROAD.
N. O. 6, CASTLE ROAD.
N. O. 74, CAINE ROAD.
Apply to—
COMPRADORE DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 17th September, 1904. [430]

TO LET.

TWO ROOMS, on the First Floor of Alexandra Buildings.
Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 17th June, 1904. [1515]

TO LET.

N. O. 6, UPPER MOSQUE TERRACE.
European residence; just renovated, painted and colourwashed; immediate possession.
Apply to—
G. J. SEQUEIRA,
Care of A. R. Marty,
Hongkong, 28th September, 1904. [2321]

TO LET.

N. O. 1, STEWART TERRACE, the Peak.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th March, 1904. [365]

TO LET.

FINE LARGE STORE, in Queen's Road Central (Best Part).
Apply to—
X,
Care of Daily Press Office,
Hongkong, 6th September, 1904. [2161]

TO LET.

PART OF A HOUSE, consisting of Five Rooms, with Verandah, Separate Kitchen, Bathrooms, and a Fine View of the Harbour. Immediate possession.
Apply to—
S. V. A.,
Care of Daily Press Office,
Hongkong, 3rd October, 1904. [2357]

TO LET.

FURNISHED ROOM, with Board, from date; Tennis Court attached; near Kowloon Ferry, Kowloon.
Apply to—
C. L.,
Care of Daily Press Office,
Hongkong, 5th October, 1904. [2375]

TO LET.

3RD FLOOR, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central,
Hongkong, 3rd June, 1904. [74]

TO LET.

TWO LARGE ROOMS on Caine Road Level, with Bathroom, Verandah and a Fine View of the Harbour.
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"LODGINGS,"
Care of Daily Press Office,
Hongkong, 6th October, 1904. [2386]

TO LET.

ONE COMFORTABLY FURNISHED ROOM with Bathroom, &c., in 39, ROBINSON ROAD.
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J. ULLMANN & CO.,
34, Queen's Road,
Hongkong, 29th September, 1904. [2331]

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LEY'S, SCHULTZ'S, AMBERLIE & KYNOK'S SPORTING CARTRIDGES, 8, 10, 12, 15, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 555G. AIR GUNS and AMMUNITION in Variety.
WM. SCHMIDT & CO.
Hongkong 28th November, 1902

SHANGHAI GENERAL CHAMBER OF COMMERCE.

TRADE MARKS REGULATIONS.
As the outcome of the deliberations of the sub-Committee appointed by the Special General Meeting held on 22nd inst., the following letter has been forwarded to the British Minister, through H.B.M.'s Consul-General, Sir Polham Warren, K.C.M.G., and is now published for general information.
LESLIE J. CUBITT,
Secretary.

Shanghai, 30th September, 1904.
To His Excellency,
Sir ERNEST SATOW, G.C.M.G.,
H.B.M.'s Minister Plenipotentiary,
Peking.

Your Excellency, I have now the honour to lay before you in detail, the views of this Chamber regarding the Provisional Regulations for the Registration of Trade Marks, which Regulations were submitted to the consideration of a Special General Meeting of Members on 22nd inst. A copy of the Minutes of that meeting is enclosed herewith for reference.

The convening of that Meeting had its origin in the receipt by this Chamber of a communication from Mr. J. W. Jamieson, H. B. M.'s Commercial Attaché, stating that he had received a telegram from Your Excellency to the effect that, regarding the postponement of the coming into force of the Regulations for six months as requested by this Chamber and other Commercial Bodies, you would find yourself in a better position to formulate a request to the Chinese Government, were you placed in possession of the views held by the Chamber of Commerce and other Commercial Bodies on the various points requiring, in their opinion, further consideration, and should you consider them of sufficient importance to warrant a reopening of the question.

I beg to say by way of preface, that there is no feeling of antagonism among the mercantile community here on the subject of Trade Marks legislation generally—on the contrary, the desire is as strong as ever, to have the provisions of Clause VII of the British Treaty of 1902 given effect to by an effective system of registration at a reasonable fee. I would also add that, in reading the Regulations and criticising them this Chamber has adhered solely to the translation made by Mr. J. W. Jamieson—copy of which I have the honour to enclose.

I think it of importance that this should be mentioned as there are other translations, emanating from official sources which differ in some respect from that which has been laid before this Chamber, and it is possible that some of the clauses which now appear ambiguous, may be capable of explanation in this way.

The grounds on which the request for postponement is based are, that further consideration is deemed advisable on the following points, and that as many firms and individuals here are acting as Agents for others in Europe, there is not sufficient time before 23rd October for these to consult their principals and to receive their instructions.

The Registrar.—It is not stated in the Regulations whether this official is to be a Chinese or a Foreigner, nor is any provision made for appeal against the Registrar's ruling to a higher authority—a reconsideration of ruling by the Registrar himself only being referred to in the scale of Fees.

This Chamber respectfully urges the importance of the Registrar being a Foreigner who shall be an expert in the matter of Trade Marks, and the desirability of Appeal from the Registrar's ruling to the Foreign Ministers at Peking.

Language.—The Regulations, as they stand, require that Foreign Applications be accompanied by Chinese translations. This Chamber is of opinion that Foreign Correspondence should be admitted in the English language only for the following reasons:—

(a) According to Clause VII of the British Treaty 1902, the Registration Offices are to be under the Imperial Maritime Customs. In all Departments of the Customs, English is the universal language for the transaction of business with foreigners, and there would appear to be no sufficient reason why an exception should be made in respect of the Registrar's Department—more especially as the staff will be foreign and English is the one language common to all the nationalities of which the Customs staff is composed.

(b) The Applicant would be entirely in the hands of his translator in making his application and might subsequently find that the Registrar would not accept his translation as correctly

conveying his intentions at the time of Registration.

(c) The applicant would be put to considerable expense in the matter of translations.
Head Office and Branch Offices.—While this Chamber would view with satisfaction the establishment of the Head Office at Shanghai, as being the commercial centre for Foreign Trade, it is of opinion that failing this, it is essential, in order to avoid delay, that the Shanghai Office be empowered to issue Certificates and transact business connected with Trade Marks generally, subject to veto by the Head Office at Peking.

Scale of Fees.—It is the unanimous opinion of the Members of this Chamber that the scale of fees is contrary to the spirit of Clause VII of the British Treaty 1902, which stipulates that Foreign Trade-marks may be registered at a reasonable fee. It is also defective in omitting to state whether the fees, as stated, are payable for registration in each class, or constitute an inclusive payment for one mark in all classes at the option of the Applicant.

In this connection, I may state that there is considerable doubt as to the interpretation of Regulation 11 and Detailed Rule 21. These two paragraphs appear to impose upon Firms making any change in their partnership arrangements, the necessity of paying Tls. 20 per mark for the recording of each such change.

As the admission and retirement of partners in Firms in China are of such frequent occurrence, this regulation would involve a very serious outlay and would, for this reason, call for a strong protest on the part of this Chamber.

On the other hand, if this is not the intention of the Regulations, an amendment of the wording in order to obviate any possible misconception on the point, is held to be important.

Protection of Marks Registered Abroad and Marks that have been used in China for over two years prior to the Application for Registration.—Regulations 8, 19, and 21 contain the provisions for the protection of established marks, such protection consisting in the fact that such marks "cannot be registered"—(I may here note that other translations interpret this "will be refused registration") and in the event of infringement, the proprietor has the right to proceed against the offender who (if he be a Chinese) on the case being proved will be punished.

This is the reading of the regulations by one section of the Members of the Chamber, while there is another section to whom it is not clear that these three articles contain even efficient protection for old marks which are not registered in China.

But assuming that the former interpretation is the correct one, it means that the proprietors of old marks must keep a constant watch, permanently, in order to see that their marks are not being infringed—a contingency that would certainly arise otherwise, as the marks not being registered, the Registrar would not, at the time of application by another, be in possession of the information which would justify him in refusing registration.

The constant necessity of such vigilance, apart from the payment of examination fees, would become an intolerable burden, but to adopt the alternative of registering all old marks would cost many of the older firms in Shanghai from Tls. 10,000 to Tls. 20,000 under the present scale of fees.

As it was evidently not the intention of the British Government when making the Treaty, that Merchants should be in a worse position than they were before, this Chamber cannot doubt that a more reasonable and less burdensome form of protection than the present Regulations contain will be insisted on.

In all countries where Trade Marks are protected, protection is based on Registration, which appears to this Chamber to be the only sound basis, but the cost of registering 200 or 250 marks under the scale laid down in Regulation 23 is prohibitive, and this Chamber ventures to suggest that the difficulty might be met by requiring owners of Trade Marks registered abroad, and marks which have been used in China for over two years, to deposit such marks with the Registrar, accompanied by satisfactory proof of title, in order that the Registrar might have in his possession the necessary particulars for reference when considering applications. Should this suggestion not meet with approval, another way out of the difficulty might be found in permitting proprietors of such marks to register the same for the payment of an initial fee of, say Tls. 30, and a further fee of Tls. 1 for every mark so registered.

Finally, this Chamber is strongly of opinion that it is very desirable that an authorised English translation of the Regulations be issued which shall be accepted as the official guide in dealing with all Foreign Trademarkers.

In giving the foregoing details, it has been my aim to dwell only on those points which appear to be of fundamental importance and to pass over minor ambiguities, which one may suppose will receive attention before the Provisional Regulations are made absolute.

I have endeavoured to show that the claim for an extension of six months is well founded, and I earnestly trust that Your Excellency may consider that the reasons given warrant your making a request to the Chinese Government in this sense.

I have the honour to be, Your Excellency's most obedient and humble servant, WILLIAM D. LITTLE, Chairman.—N. C. Daily News.

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of brushing the teeth morning and evening becomes a pleasure if you use

CALVERT'S CARBOLIC Tooth Powder

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It preserves the teeth by thorough and antiseptic cleansing, and also gives them the requisite polish without injuring the enamel.

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THOROUGHLY SEASONED.

CRYSTALATE AND BONZOLINE BALLS ALL SIZES.
WEST OF ENGLAND BILLIARD CLOTHS A SPECIALITY.

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BILLIARD TABLE MAKERS AND IVORY TURNERS.
BOMBAY.
Hongkong, 8th April, 1904. [1927-2]

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FINEST EGYPTIAN CIGARETTES.

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Large Size \$5.00 per 100
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[1516-2]

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J. W. KEW,
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Hongkong, 13th June, 1903.

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Hongkong, 26th May, 1904. [1233]

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GLASGOW and LIVERPOOL	"YANGTZE"	On 29th October.
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Hongkong, 8th October, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
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SWATOW, CHEFOO, NEWCHANG and TIENTSIN	"CHIEHI"	On 13th October.
KOBE	"ICHAO"	On 14th October.
AMOI and SHANGHAI	"TAIWAN"	On 15th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 27th October.

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* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

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Hongkong, 27th September, 1904.

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FOR SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE.

THE Company's Steamship

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Captain A. E. McEwen, will be despatched as above on FRIDAY, the 21st inst., at 4 P.M.

This well-known Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.

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A. S. MIHARA, Manager.

Hongkong, 1st October, 1904.

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FOR NEW YORK

THE Steamship

"ALBENGA"

Captain Petersen, will be despatched for the above port on or about WEDNESDAY, the 26th inst.

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Hongkong, 5th October, 1904.

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Captain E. Muhle, will be ready to load for the above ports on TUESDAY, the 11th inst.

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Hongkong, 5th October, 1904.

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Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

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THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA"

Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 22nd OCTOBER, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "Britannia," 6,525 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Mongolia," due in London on the 4th December, 1904.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 10th October, 1904.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

TRIESTE (DIRECT),

FIUME AND TRIESTE (DIRECT),

CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"TRIESTE"

Captain Mistrorigo, will be despatched as above on SATURDAY, the 20th inst., P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Princes' Buildings.

Hongkong, 4th October, 1904.

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address, "YASAGI,"

which applies to all Branch Offices and Hongkong and Shanghai Agencies.

A1, ABC 5th Edition, Western Union Codes used.

All Letters Addressed:—

MANAGER, MITSUBISHI CO., with name of place under.

BRANCH OFFICES:—

NAGASAKI, MOJI, KOBE, KARATSU and HANKOW.

AGENTS:—

SHANGHAI: H. J. TRIPP.

HONGKONG: H. J. JEFFRIES.

MANILA: COMPANIA MARITIMA.

YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railway; Sanyo, Kinshu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Uchi, Shinaw, Namazuta and Kami-Yamada Collieries and also Hojo Colliery, which will be ready to produce on a large scale the best Buzon Coal from 1905.

Sole Agents for Kigio, Komatsu (Tagawa) and Matsushima Coals.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, 26th April, 1904.

THE AMERICAN SYSTEM OF DENTISTRY

DR. M. H. CHAUN.

37, DES VEXX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 3rd June, 1904.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 36, Elgin Road.

Price 15 cents per copy cash.

Hongkong, 22nd December, 1903.

NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE

THE Steamship

"CAPRI"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whose delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th instant, will be subject to rent.

CARLOWITZ & CO., Agents.

Hongkong, 6th October, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. Oceana.

From Australia, ex s.s. Marmora.

From Calcutta, ex s.s. Palma.

From Persian Gulf ex s.s. B. I. S. N. and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY, the 6th inst.

Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 6th October, 1904.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON AND PORTS.

THE China Mutual Steamship

"KAISOW"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY, the 10th inst.

Goods not cleared before the 17th inst., will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 20th inst., or claims in connection therewith will not be recognised.

No Fire Insurance will be effected.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 10th October, 1904.

THE NEW FRENCH REMEDY

TRADE MARK

THERAPION

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkable shortening, often a few days only, removes all discharges from the urinary organs, effectually suppressing the infection, the source of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-known remedies have been powerless.

THERAPION No. 2 is a purifier of the blood, cures pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, gonorrhoea, and all diseases for which it has been too much a fashion to employ mercury, arsenic, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 is for nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in hot unhealthy climates, &c. It possesses surprising power in restoring strength and vigor to the debilitated.

THERAPION is sold by the principal Chemists and Merchant Druggists throughout the world. Price in England 2s. 6d. In ordering, state which of the three numbers is required, and observe above Trade Mark, which is a facsimile of word "THERAPION" as it appears on the British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Home Commissioner, and without which it is a forgery.

Sold by A. S. WATSON & CO., LIMITED

Hongkong, Manila and China.

KEATING'S LOZENGES

EASILY CURE THE WORST COUGH.

One gives relief. An increasing sale of over 25 years in a certain test of their value. Sold in bottles everywhere.

1225

AUTOMATIC MAUSER PISTOLS.

With CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS IN 2 SECONDS.

SIEMSEN & CO.

Hongkong, 2nd October, 1900

Once you try them, you will only smoke this brand!

MEXICAN PLANTERS

MADE ENTIRELY BY HAND ON HYGIENIC PRINCIPLES.

Sole Importers—HOLLAND-CHINA TRADING CO.

2310-5

All those suffering with Boils, Scrofula, Eczema, will find

Weaver's Syrup and Cerate

invaluable to cleanse the blood.

[1516-1]

THE BEST THE OLDEST THE CHEAPEST BELT IN THE WORLD

IS

GANDY'S

